

# MEMORANDUM

---

**From:** Service Manager Environment

**To:** Head of Community Well-being  
and Development

**Our Ref:** ENV/DC/PP/2013/0629

**Your Ref:** SEH/P/2013/0629

**Date:** 24<sup>th</sup> March 2016

---

**TOWN AND COUNTRY PLANNING ACT 1990**

**TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**Location:** O. S Grid Ref: 321 503 Railway Land adjoining Wrexham Maelor Hospital, Croesnewydd Road, Wrexham.

**Development:** Continued use of existing car park on a permanent basis (previously granted under code no. P/2011/0005).

I refer to your consultation / email dated 05/02/2016 in respect of the above.

**Cycleway / Footway Link      Drg. No. WMH-RCP-03**

The existing cycleway / footway running through the existing hospital car park is not currently laid out in a useable condition. The cycleway / footway is currently obstructed by existing signage, lighting columns and pay & display machines.

To the west, it is proposed to tie the hospital cycleway / footway into the shared cycleway / footway serving the new WAST access. To the east, the existing hospital cycleway / footway will need to be extended to tie into the existing cycleway / footway running past the Morrisons Store up to Croesnewydd Road / Watery Road.

The submitted layout plan does not indicate sufficient details relating to the existing cycleway / footway link such as the existing / proposed tactiles, corduroys, signage, pay & display machines and lighting columns. **I would recommend that the applicant submits a scheme to indicate exactly what features are being removed and what features are being proposed along the existing / proposed cycleway / footway link. I would recommend that the approved scheme is delivered / completed within 3 months of the decision.**

At the eastern end of the car park the submitted layout plan indicates the cycleway / footway crossing the car park at an angle which is not ideal. The proposed corduroy paving would normally be setback at least 2.4m away from the crossing points. This has not been indicated on the submitted layout plan.

The layout of the cycleway / footway through the centre of the hospital car park is not ideal in that parked cars typically overhang the kerbline reducing the overall cycleway / footway width. Given the layout of the cycleway / footway link and its location within a private car park, the Highway Authority would not consider the link suitable for adoption. I would recommend that a condition is included which requires the applicant to manage & maintain the car park & cycleway / footway in perpetuity.

Discussions have previously taken place between WCBC and Wrexham Hospital / WAST regarding providing a revised cycleway / footway route running between the hospital car park boundary and WAST Site boundary. Such a route would be considered preferable to the current proposal. I would strongly recommend that the applicant liaises with our Highways & Integrated Transport Manager – David Hesketh on Tel: 01978 729644 to discuss the feasibility of providing an alternative cycleway / footway through the hospital car park.

### **Access from Hospital Car Park onto Croesnewydd Road (via WAST Access)**

I understand that Wrexham Hospital wish to gain access from their car park onto Croesnewydd Road utilizing the WAST access which is currently being constructed.

Submitted layout plan (Drg. No. P030-ARU-C-A00-GR-GA-1202 Rev CO) indicates an access lane leading into the hospital car park off the newly constructed access with a tight 2m kerb radius at the point of the proposed cycleway / footway crossing. Having recently visited the site, there is no kerb radius at this location and the bend is set out at 90° which is sub-standard. Although the access arrangement is in private land, the proposed alignment is very poor and vehicles are likely to experience difficulty negotiating this bend when entering the hospital car park.

The layout of the cycleway / footway crossing at this location is sub-standard and does not align correctly with the existing footway / cycleway running through the hospital car park. The dropped kerb crossings at this point are only approximately 1.5m wide (not 3.0m) and have no suitable tactile paving.

The proposed access into the site should ideally have been re-aligned to marry up with the northern side of the existing hospital car park.

**Having considered the as-built access arrangements into the existing car park, we would not wish to support / allow access onto the recently constructed signalized junction on Croesnewydd Road to hospital traffic without an independent Stage 3 Safety Audit being carried out. I would recommend that the applicant arranges for the required audit which will need to review the proposed vehicular access arrangements into the site (hospital car park) and a review of the existing / proposed cycleway / footway arrangements.**

Our Traffic Section is currently liaising with our Traffic Signal Contractor regarding the feasibility of providing such an access. Upgrades to the existing signals, associated equipment and signage are likely to be required to facilitate any potential access from the car park onto Croesnewydd Road. I would recommend that the applicant liaises with our Highways & Integrated Transport Manager – David Hesketh on Tel: 01978 729644 to discuss the progress of these discussions.

### **Proposed Layout and Construction Details      Drg. No. V-R5984.15 / 1100 01 Rev A**

WCBC typically use 400 x 400mm tactile units not 450 x 450mm as shown on the submitted layout plan.

Bullnose Kerbing Detail not shown. Typically used at crossing points.

I therefore have no objections to the proposed development and recommend any permission include the following conditions:-

## CONDITIONS

### **NONSTD SUBMISSION OF FURTHER DETAILS**

026R No part of the development shall commence until a scheme detailing the construction  
E06N of the following has been submitted to and approved in writing by the Local Planning  
E07N Authority: ***delete as appt \****

- 1) *Detailed layout, design, drainage, lighting and construction of a suitable footway / cycleway link through the existing car park.*
- 2) *Detailed layout, design, drainage, lighting and surfacing of the re-configured parking areas.*

*The scheme as is approved shall be fully implemented within 3 months of the decision date.*

### **NONSTD PRIVATE MANAGEMENT – FOOTWAY / CYCLEWAY LINK**

051R The proposed footway / cycleway link through the hospital car park shall be managed / maintained in perpetuity by the Betsi Cadwaladr Health Board.

## Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

*peter danwanter*

*ny*

Service Manager Environment